

Amendments to the Specification:

Please replace the CROSS-REFERENCE TO RELATED APPLICATIONS paragraph as follows:

This application is a Continuation-in-Part (CIP) of U.S. Patent Application 10/352,302, filed Jan. 27, 2003, now U.S. Patent 6,824,147 B2, and claims priority under 35 U.S.C. § 120 from that application, from previously filed CIP Application ~~10/223,718~~ 10/233,718, filed September 3, 2002, and from Application 09/818,058, filed March 26, 2001 and issued as U.S. Patent 6,527,282 B1.

Please replace paragraph [0054] with the following paragraph.

[0054] FIGS. 9, and 9A, 10 show a second embodiment of the kingpin-mountable wheel unit 200, mounted on the kingpin 5 of the ski 1. This second embodiment is very similar to the first embodiment with regard to the way the wheels 18 are mounted eccentrically on the cam or wheel-mounting bracket 21 on the ski 1, but has a modified deployment mechanism 212 that includes two side rails 221, an anchor bar 222, and a crossbar 213 that is connected at a connection point 213A to an actuating end 221A of each of the respective side rails 221. FIG. 9 is a perspective top planar view of the wheel unit 200 and FIG. 9A is a partial cross-sectional view of the ski 1 that shows the anchor bar 222 in greater detail. The wheel-mounting bracket 21 and wheel 18 are not shown in FIG. 9A. The anchor bar 222 is fixedly mounted on the ski 1 forward of the kingpin 5 and has a locking pin 225 that extends from each end of the anchor bar 222 outwardly from the respective side 2 of the ski 1. Although the anchor bar 222 can be mounted by any conventional means to the ski 1, it is practical with skis that have a carbide runner 111 attached to the bottom of the ski 1 to provide a through-bore in the anchor bar 222 and to use a fastener 111A as shown for attaching both the carbide runner 111 and the anchor bar 222 to the ski 1.

Please replace paragraph [0055] with the following paragraph:

[0055] See FIG. 10 for a side view of a portion of the ski 1, showing the side wall 2, the wheel 18, and the side rail 221. A curved groove 223 for receiving the locking pin 225 is provided in each side rail 221. The curved groove 223 has a first end 223A for latching the deployment mechanism 212 in a deployed position in which the wheels 18 are in contact with the ground surface G and a second end 223B for latching in a retracted position in which the wheels 18 are raised above the ground surface G. In the embodiment shown, the mechanism by which the deployment mechanism 212 is locked into the deployed or retracted position is very simple: the latching pin 225, once moved into the second end 223B, for example, does not release from this position until the crossbar 213 is lifted, thereby allowing the latching pin 225 to drop out of the latched position and move into the groove 223, along which it slides until it latches into the first end 223A. FIG. 11 is a side view of the side rail 221 and the wheel-mounting bracket 19 and illustrates the linkage between the side rail 221, the wheel-mounting bracket 19, and the kingpin 5A. ~~The crossbar 213 and the wheel 18 are shown in dotted lines only.~~ A rail pin 36 connects the side rail 221 to the wheel-mounting bracket 19; a stub axle 34 is assembled in the wheel-mounting bracket 19 and rotatably supports the wheel 18; and the kingpin 5A is rotatably connected to the wheel-mounting bracket 19 by a bolt end 32.

Please replace paragraph [0056] with the following paragraph:

[0056] FIG. 12 is an illustration of an alternative embodiment of the wheel unit according to the invention. A side-wall-mountable wheel unit 300 is mountable on the outside of the ski, rather than on the kingpin 5, and comprises a side-wall mounting bracket 304, the side rail ~~242~~ 221 with the curved groove 223, previously shown in FIG. 9, the wheel-mounting bracket 21, the wheel-mounting spindle 21, and a latching pin ~~304~~ 306. The alternative embodiment of the wheel unit according to the invention is particularly advantageous for use with the conventional double-scag ski 100 as shown in FIG. 12, or with skis without a suitable kingpin mounting. With the double-scag type ski 100, carbides are mounted on the runner surface of the ski 100 and are removably

attached by means of threaded fasteners 110, such as bolts, as shown in FIG. 12. The double-scag ski 100 has contoured side walls 302 with carbide-fastener posts 303 integrated into the side wall construction. The carbide-fastener posts 303 have a bore for receiving the threaded fastener 110 that fastens the carbides to the runner of the ski 100. The side-wall mounting bracket 304 seats against the contour of the side wall 302 and is seated over the respective carbide fastener posts 303. The conventional threaded fastener 110 that is provided with the ski 100 to fasten the carbide is replaceable with a longer threaded fastener, if necessary, and is used to fasten the side-wall mounting bracket 304 as well as the carbide to the ski 100. A simple handle 311 may be used to deploy or retract the wheel unit 300, or an automated actuation means that is discussed below.

Please replace paragraph [0057] with the following paragraph:

[0057] FIG. 13 is a side view of the side-wall mounting bracket 304 mounted on the side wall 302 of the ski 100. As seen, the side-wall mounting bracket 304 has a first mounting end 304A and a second mounting end 304B. Each of the mounting ends 304A/304B fits over a respective carbide-fastener post 303A/303B that extends upward from the side wall 302. The through-bores 110A in the carbide-fastener post 303A/B are indicated by dotted lines. These through-bores 110A serve simultaneously for attaching the side-wall mounting bracket 304 to the side wall 302. Additional mounting holes 307 for attaching the bracket 304 directly to the side wall 302 are also shown, as is a is a is the latching pin 306, one end of which is fixedly mounted on the side-wall mounting bracket 304 and the other end of which is captured in the curved groove 223 on the side rail 221 when the wheel unit 300 is assembled. The side-wall mountable wheel unit 300 is also mountable on a ski that does not provide the threaded fasteners 110. In such a case, the side-wall mounting bracket 304 is attached to the outer side wall 302 by means of suitable fasteners that are inserted through the mounting holes 307 and into bores that are provided in the side-wall 302. A deployment mechanism 312 for this alternative embodiment of the wheel unit 300 is similar to that described

above and uses the same side rail ~~242~~ 221. The latching pin 306 that extends from the side-wall mounting bracket 304 is captured in the curved groove 223 provided in the side rail 221.

Please replace paragraph [0058] with the following paragraph:

[0058] FIG. 14 is an a partial cross-sectional end view of the double-scag type ski 100, showing the completely assembled wheel unit 300 fitted against the contoured side wall 302 of the ski 100 and mounted to the side wall by means of the carbide fastener 110. The wheel-mounting bracket 19 is pivotably mounted to the side wall by a bolt 35 that is fastened in a bore drilled directly into the sidewall 302. In this particular view, the wheel 18 is retracted.

Please replace paragraph [0059] with the following paragraph:

[0059] FIG. 15 is an end view of the double-scag type ski 100, showing the side-wall mounting bracket 304 seated against the contour of the side wall 302 and attached to the side wall 302 by means of threaded fasteners through mounting holes 307. This is an example of the versatility of the alternative embodiment of the wheel unit 300, which is mountable on the double-scag type ski 100 by means of the fasteners that are inserted and fastened in the through-bores 110A, or mountable directly onto the side wall 302 of the any ski that has a side wall by means of conventional fasteners that are inserted and fastened in the mounting holes 307. If bores are not provided in the sidewall 302 of the ski, they may easily be drilled into the sidewall 302 of the ski at the appropriate locations to receive the fasteners for the side-wall mounting bracket 304. Typically, threaded fasteners are used when mounting the wheel unit 300 according to the invention, although it is included with the scope of the invention that any suitable fastener be used to mount the wheel unit 300 to the ski 100.

Please replace paragraph [0060] with the following paragraph:

[0060] The side-wall mounted wheel unit 300 is preferably mounted on the ski in the area of the kingpin mounting, as shown in FIGS. 12 and 13, because the section of ski where the kingpin is mounted is the balance point of the ski. The side-wall mounting bracket 304 shown in the illustrations is one that is adapted to seat over the carbide fastener posts 303. It should be understood that a side-wall mounting bracket for mounting the wheel unit on a ski that does not have the carbide fastener posts in the side walls may have a simpler construction that allows it to be mounted against the side-wall. In other words, it is not necessary that the side-wall mounting plate have mounting ends that seat over carbide fastener posts, but only that the side-wall mounting bracket 304 seat up against and be attachable to the sidewall.

Please replace paragraph [0066] with the following paragraph:

[0066] FIG. 19 shows the universal wheel unit 700 as seen from the outside of a ski. The ski used in the illustration is the ski 1, which has a modified kingpin 5A. The universal rail 702 is mounted on the modified kingpin 5A, between the ski side 2 and the wheel-mounting bracket 19. The universal rail 702 is fixedly attached to the ski side 2 by means of suitable fasteners inserted through one or more of fastener bores 710. Suitable fasteners include threaded fasteners, rivets, bolts, etc. A first end of the latching device 704 is pivotably attached to the wheel-mounting bracket 19 by the rail pin 36 and a second end is attached to the locking handle 712, which is captured in a deployment and latching groove 706. The latching groove 706 has a first end and a second end, each of which is configured as a locking bore 708.

Please replace paragraph [0067] with the following paragraph:

[0067] ~~A~~The spring-loaded locking handle 712, best seen in FIG. 21, is assembled at the second end of the latching device 704. The locking handle 712 is dimensioned such that it snaps into the locking bore 708 when aligned with the bore. The handle 712, when pulled against the direction of the biasing spring force, slides along a pin away from the universal rail and allows the second end of the latching

device 704 to be moved along the deployment and latching groove 706, in order to secure the handle 712 in the other locking bore 708. By locking the locking handle 712 in the first locking bore 708, the universal wheel unit 700 is secured in the deployed position, in which the wheel 18 supports the weight of the snowmobile, and by locking the handle 712 in the second locking bore, the universal wheel unit 700 is secured in the retracted position.

Please replace paragraph [0074] with the following paragraph:

[0074] FIGS. 25A – 26 illustrate a ski-floor mounting bracket 720 that attaches to the bottom of the ski 1 with a carbide-runner fastener 111B that simultaneously fastens the carbide runner 111 to the ski 1. This ski-floor mounting bracket 720 attaches securely to the ski 1 and provides a means of attaching the universal wheel unit 700 to the ski 1. On some skis, the carbide runner 111 is attached to the outer surface of the bottom of the ski 1 by the carbide-runner fastener 111B that passes through a bore in the bottom of the ski 1. Typically, a plurality of bores are provided in the bottom of the ski 1 and a corresponding plurality of carbide-runner fasteners 111B are used to attach the carbide runner 111 to the ski 1. The In the embodiment shown, the ski-floor mounting bracket 720 has a base plate 720A, plus a mounting section 720B that extends along the outside of the sidewall, and an intermediate section 720C that accommodates the contour of the side wall 100 and connects the base plate 720A to the mounting section 720B. The base plate 720A has one or more fastener bores 724 that are dimensioned to receive the carbide-runner fastener 111B. As seen in FIGS. 25A and 25B, the mounting section 720B has a series of bolt holes 722. These bolt holes 722 are spaced apart such that they align with the bores 710 on the universal rail 702. The universal wheel unit 700 is attachable to the ski-floor mounting bracket 720 by fastening the base plate 720A to the inner surface of the bottom of the ski 1 and inserting and affixing suitable fasteners through the bores 710 on the universal rail 702 and corresponding bolt holes 722. Typically, the fasteners 111B are spaced three inches apart. FIG. 25C shows the ski-floor mounting bracket 720 according to the

invention having a series of bolt holes 722, spaced so as to align with the holes 710 provided on the universal rail 702.